

What is claimed is:

1. A method for controlling the drive unit of a vehicle, the method comprising the steps of:

forming a reserve for an output quantity of said drive unit;
comparing various reserve requests of different physical
5 significance to each other; and,
forming a resulting reserve request in dependence upon the comparison.

2. The method of claim 1, comprising the further step of distinguishing the physical significance of the reserve requests in dependence upon a realization of said reserve requests by at least one actuating quantity.

3. The method of claim 2, wherein absolute reserve requests follow the dynamic of a desired value for said at least one actuating quantity.

4. The method of claim 3, wherein relative reserve requests are referred to an optimal value for said at least one actuating quantity and deviate from said optimal value in a steady manner.

5. The method of claim 4, wherein a third group of reserve requests form a reserve in dependence upon an efficiency of said drive unit.

6. The method of claim 5, wherein said third group of reserve requests is referred to said optimal value for said at least one actuating quantity.

7. The method of claim 4, wherein said drive unit is an internal combustion engine; and, a third group of reserve requests form a reserve in dependence upon a thermodynamic efficiency of said internal combustion engine.

8. The method of claim 7, wherein said third group of reserve requests is referred to said optimal value for said at least one actuating quantity.

9. The method of claim 1, comprising the further step of limiting said various reserve requests in order to not influence an actual value of said output quantity.

10. The method of claim 1, comprising the further step of selecting the resulting reserve request with a maximum selection from various reserve requests.

11. The method of claim 1, comprising the further step of realizing the resulting reserve request with said at least one actuating quantity in dependence upon an activating signal.

12. The method of claim 1, comprising the further step of selecting an ignition angle as said at least one actuating quantity.

13. The method of claim 1, comprising the further step of selecting a torque as said output quantity.

14. An arrangement for controlling the drive unit of a vehicle, the arrangement comprising:

means for forming a reserve for an output quantity of said drive unit;

5 means for comparing various reserve requests of different physical significance to each other; and,

means for forming a resulting reserve request in dependence upon the comparison.